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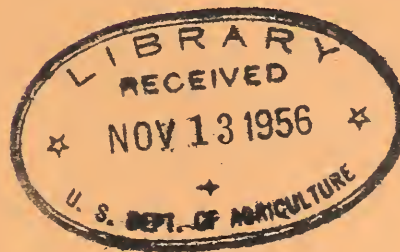
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Production and marketing administration
Shipping and storage branch

PROGRESS REPORT

AS OF
JUNE 30, 1946



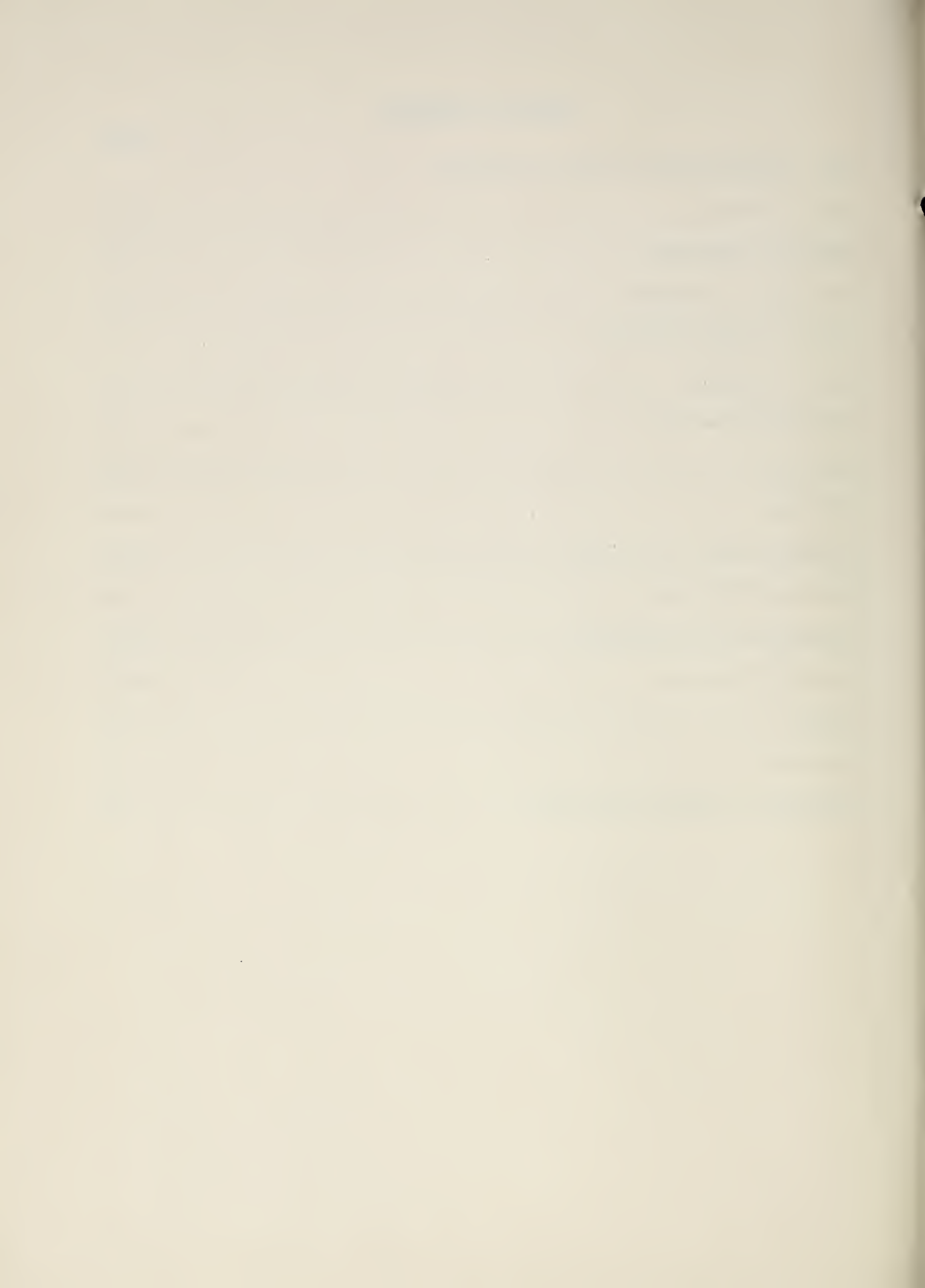
COVERS ONLY THOSE COMMODITIES
HANDLED BY THE SHIPPING AND
STORAGE BRANCH ...

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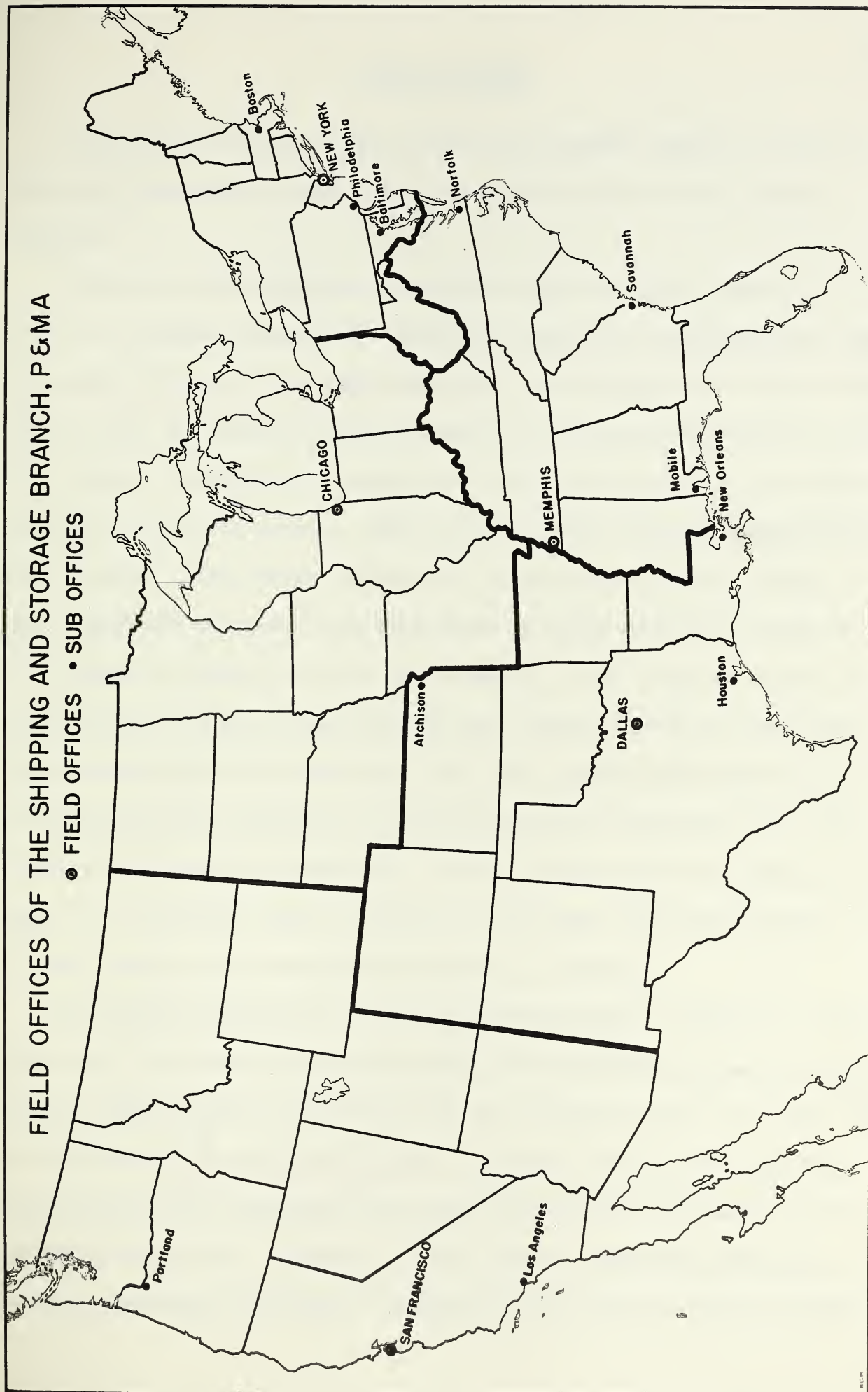
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FIELD OFFICES OF THE SHIPPING AND STORAGE BRANCH, P&MA

● FIELD OFFICES • SUB OFFICES





JUNE IN REVIEW

Shipping and Storage Branch operations expanded rapidly in June as the Branch continued to meet the heavy requirements of world relief feeding.

Although program shipping commitments again declined somewhat, net orders to programs exceeded the large May volume and established the highest monthly figure of the 1946 fiscal year. The abrupt rise achieved during the last two months is representative of the Branch's efforts to fulfill program commitments as rapidly as commodity availability and transportation facilities permit. June bills of lading likewise climbed well above the May total, which had been the previous high of the calendar year. Although shipments from warehouses to ports declined, shipments from vendors increased over May by 82 percent. Cars reported lifted at ports dropped. Since lifting reports are, however, based on ocean loadings received from forwarders only after the vessels have cleared port, it is believed that figures on June liftings do not represent the total volume of deliveries accomplished. In addition to the cars lifted in June, it is estimated that at the end of the month 500 million pounds of food stood at port awaiting the arrival of vessels.

The Branch continued to increase the percentage of shipments traveling direct from vendor to shipside rather than through intermediate warehouses. Where in May, 72 of every 100 cars traveled direct, the June proportion rose to 86 out of every 100. The Branch achieved this gain despite the fact that combined June vendor and warehouse shipments to port increased 20 percent. Likewise, in the case of commodities requiring storage, the Branch continued to warehouse them closer to ports expected

II

to lift them than was the case some months ago.

During June the Program Operations Division completed, with a few exceptions, the work of liquidating over-age stocks. In order to facilitate deliveries to claimants and complete programs for the fiscal year, the division instituted several changes in procedure. One of the most important was to place immediate orders through the Field Offices for entire contract availability. This was done as an emergency measure and with realization that there would be considerable difficulty in getting supplies to port in time for specific ships. The practice of offering only from actual availability is being resumed in July. Program Operations also investigated and negotiated for facilities at Savannah for use in moving livestock through that port.

The Shipping Division completed 20,500 Work Sheets covering shipments exported from the West Coast during 1942-44. The San Francisco Office will issue Certificates of Export and file with the carriers for the refund of approximately \$2,000,000 obtainable on these West Coast shipments. Shipping also set up a control during June to cover the movement of price support purchases of fresh potatoes to processing plants. This was done to prevent congestion, car detentions and the placing of embargoes. The Division is likewise operating a control on movement of commodities to port in order to prevent congestion and car detentions there and the placing of embargoes by the AAR.

An ICC order prohibiting the use of RS type refrigerator cars for loading frozen meat has handicapped operations during the month. The Shipping Division requested, without success, that the Department be

exempted from this order so it would not have to use packer cars. It has also requested the Livestock Branch Grading Service to inspect all packer cars to assure suitability.

In order to conserve box car equipment, the Division investigated light loadings of flour shipments from Midwest milling companies. In the future a car loading will total 100,000 pounds. This, compared to light loadings, will save the use of one car in every five.

Perishable loadings continued at record levels during the month. Nationally the refrigerator car supply tightened considerably and, because of heavy movements, California experienced a shortage. Requirements for box cars for loading grain products and miscellaneous commodities ran high.

June reconditioning and reconditioning activities rose to almost double those of May and totaled 11.5 million pounds. The great bulk of the work took place in the Midwest and Northeast, with the Midwest volume three and a half times as heavy as in May. Reconditioning in the Southwest and West was light. The South had none. By commodities the largest increases occurred in grain and seed, dairy products, and fruits and vegetables. The only marked decrease during the month was in special commodities. Extensive fumigation of grain products, largely required by seasonal conditions, continued in June. The Southwest handled 7.6 million pounds.

As in April and May, the Branch continued its policy of giving up leased storage facilities acquired during the war which are now more expensive than commercial storage. In June the Branch discontinued use of the Newark Tidewater Terminal and the Sacramento Seed Warehouse.

IV

Because of a reduction in local activity, it also gave up the Branch sub-offices at Buffalo and Jacksonville.

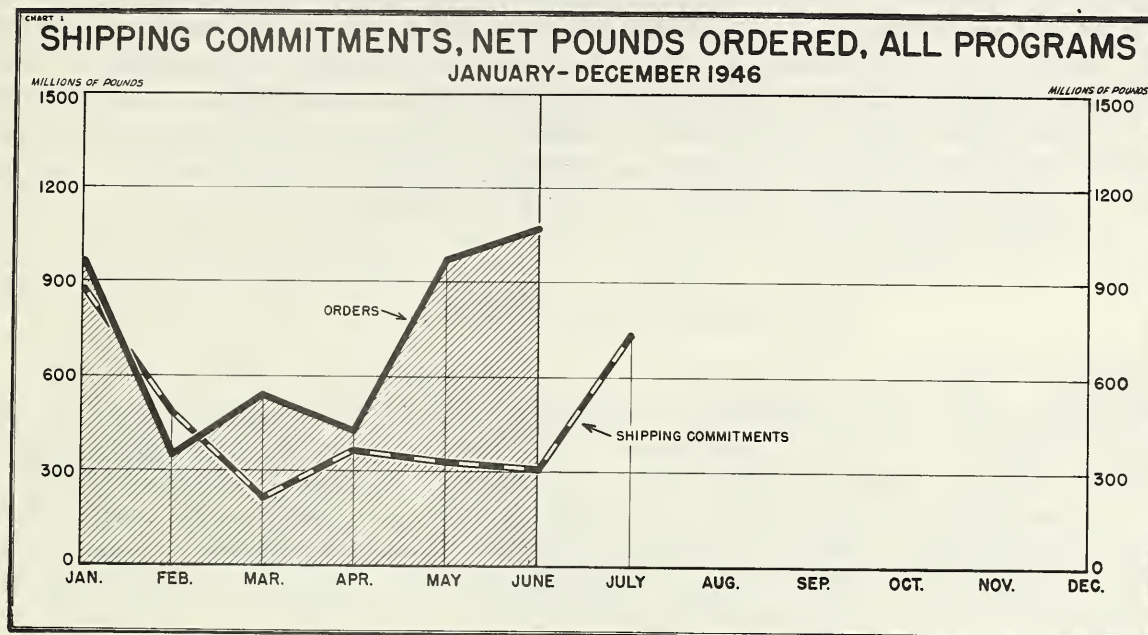
During June the Claims Division further reduced its backlog of claims on hand by 24 percent. The backlog at the end of the month totaled 3,867 claims. 1/ The Division reached a tentative agreement with the Pennsylvania Railroad to settle on a 50-50 basis transit claims of \$100 or less arising from shortages. Under this arrangement the vendor and carrier would each pay half. As a further move towards settlement of transit claims, the Division took steps to arrange a meeting with Claim Agents of the carriers in the New York area. The meeting will consider a proposal to settle on the 50-50 basis, claims arising in cases where the shipper loads and the carrier unloads and a shortage occurs despite clear car seal records. During the month the Division also reached a tentative agreement with the Chesapeake and Ohio Railway Company for the settlement of transit livestock claims.

The Field Operations Division prepared and issued instructions for carrying out Branch responsibilities under the new CCC docket authorizing establishment of the General Supply Program on July 1. The GSP will serve program purposes similar to those served by GCP in the past. The Division also put into effect a procedure replacing the preparation of formal order tickets. The Field Offices will now convey this data by teletype. During the month the Division likewise issued formal instructions providing for storage acquisition in approved warehouses. This action implements the existing warehouse inspection arrangement between the Shipping and Storage and Marketing Facilities Branches.

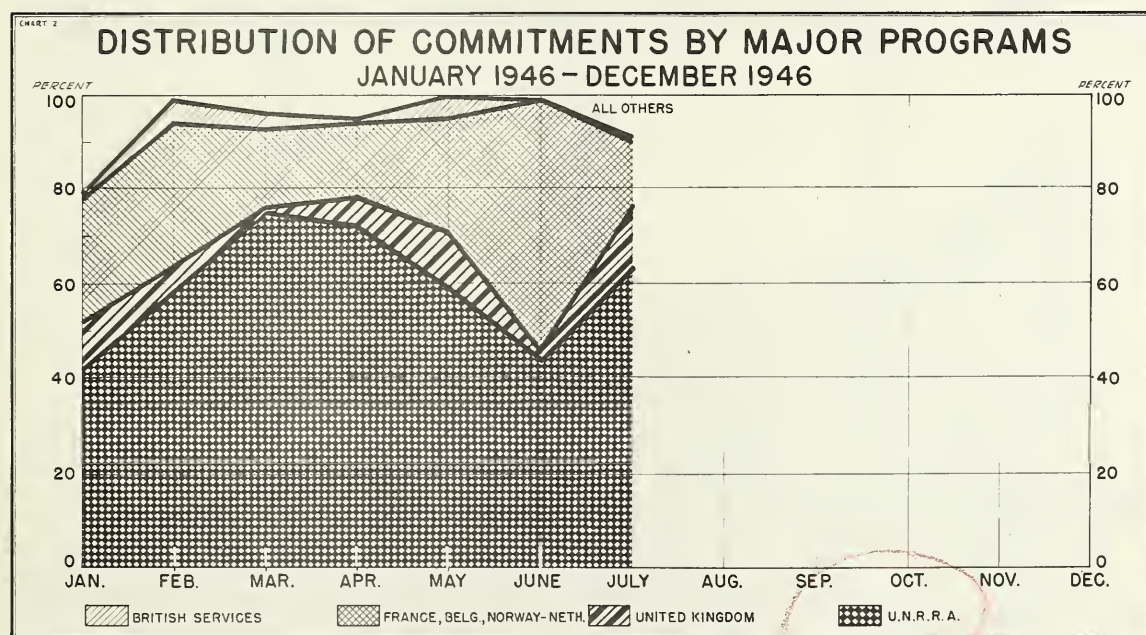
1/ Includes Claims Section of New York Field Office.

SHIPPING COMMITMENTS

Program shipping commitments rose from 306 million pounds for June to 730 million pounds for July. (See Chart 1.) The July volume was



approximately double that of every month of calendar year 1946 except January. The abrupt rise is accounted for, to a large extent, by the



reallocating or recommitting to the various programs commodities which were undelivered during the fiscal year ending June 30.

July commitments to the UNRRA program were 63 percent in contrast to 44 percent in June, 59 percent in May and 72 percent for April. (See Chart 2.) Commitments of the United Kingdom, which had declined to 2 percent in June, rose to 13 percent for July. Those of the French, Belgian, Norwegian and Netherlands programs which amounted to 16 percent in April, 24 percent in May and 53 percent in June, fell to 14 percent for July. Commitments of less than 1 percent were made to the British Services for both June and July and 5 percent or less during the period March through May. Approximately 9 percent of the total commodities were committed to all other programs for July. The percentage distribution for the 1946 fiscal year was: UNRRA 43 percent, United Kingdom 14 percent, France, Belgium, Norway and Netherlands 20 percent, British Services 13 percent, and all other programs 10 percent.

NET ORDERS TO PROGRAMS

Net orders ^{1/} to all programs totaled 1,071 million pounds during June. (See Chart 1.) This total was 99 million pounds greater than the 972 million pounds ordered in May and 640 million pounds above the April figure. It was also higher than any other month of fiscal year 1946. The abrupt rise during the past two months is representative of this Branch's efforts to fulfill program commitments as rapidly as commodity availability and transportation facilities permit.

Percentage Distribution of Net Orders to Programs

July 1945 - June 1946

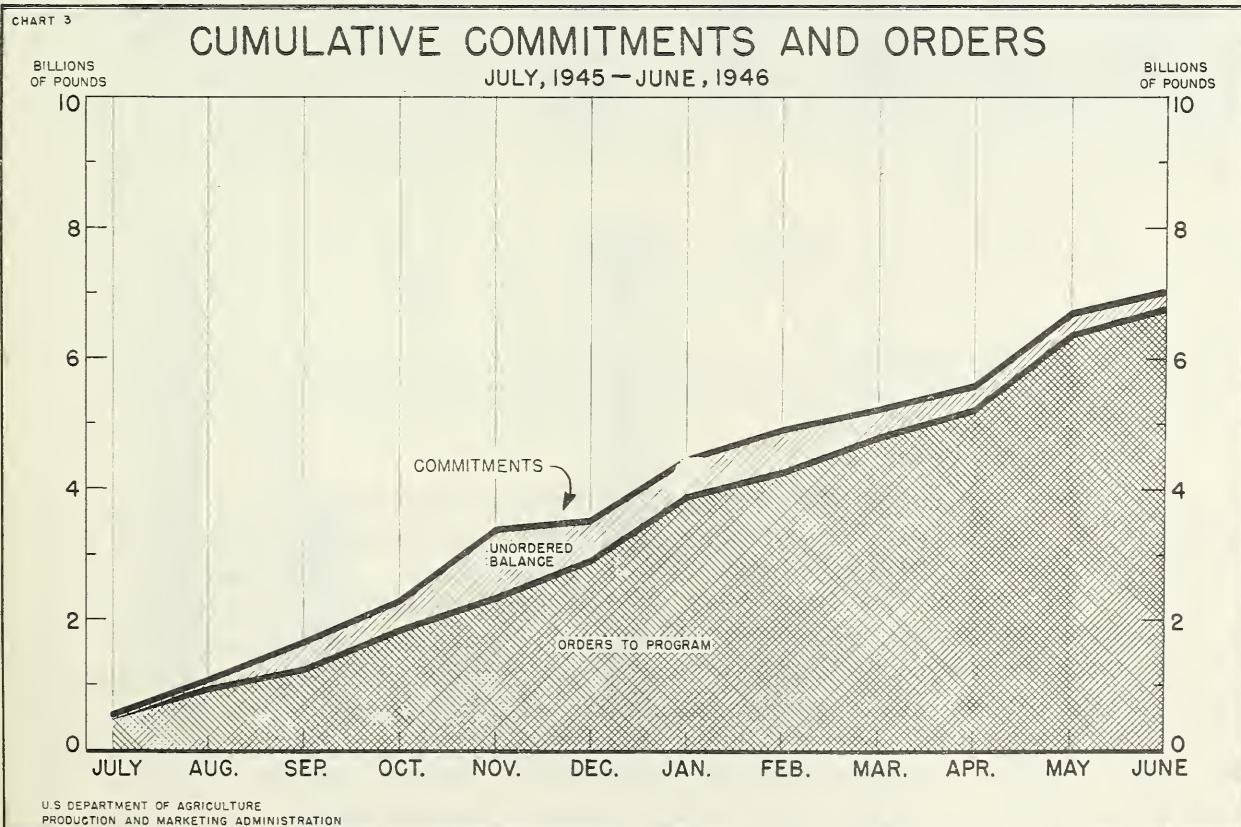
	UNRRA	United Kingdom	French, Belgium Norway, Netherlands	British Services	All Others
July 1945	26%	15%	14%	20%	25%
Aug.	35	12	16	22	15
Sept.	15	10	13	30	32
Oct.	28	5	15	49	3
Nov.	32	23	30	8	7
Dec.	38	21	23	6	12
Jan. 1946	52	14	14	2	18
Feb.	19	15	38	4	24
Mar.	46	16	28	2	8
Apr.	69	5	13	4	9
May	59	3	33	2	3
June	44	12	12	0*	32
Fiscal Year 1946	42%	12%	21%	10%	15%

* Less than 1 percent.

^{1/} Represent documentary orders placed with vendors and warehouses by Program Operations Division during June. Does not measure deliveries actually accomplished during the month.

Orders were placed for 461 million pounds of commodities for the UNRRA program in June. This represented 44 percent of the total as compared with 59 percent in May, 69 percent in April, and 46 percent in March. (See table page 2.) The average for the fiscal year was 42 percent. Orders for the United Kingdom increased from 5 percent for April and 3 percent in May to 12 percent during June. Commodity orders for the fiscal year approximated 12 percent of the total. The percentage of net orders to the French, Belgian, Norwegian and Netherlands programs declined from 33 in May to 12 in June, with 21 percent being the average for the year. The total declined to 2 million pounds on the British Services program, which was less than 1 percent of all commodities ordered. Ten percent was the average over the 12-month period ending June 30. Thirty-two percent, the bulk of which were orders for the U. S. Army, were placed for all other programs during June compared with 3 percent in May and 9 percent in April. The average was 15 percent for period July 1945 through June 1946.

Revised total cumulative shipping commitments ^{1/} exceeded total cumulative orders by 600 million pounds on December 31, 1945. The unordered balance remained at 600 million pounds on January 31 but rose to 700 million at the end of February. The differential has been reduced since that time. It had fallen to 500 million at the end of March and to 300 million at the end of April and May. Commitments for the period July through June approximated 7 billion pounds and orders 6.75 billion, a residual equal to 250 million pounds. (See Chart 3.)



^{1/} Data supplied by Program Operations Division.

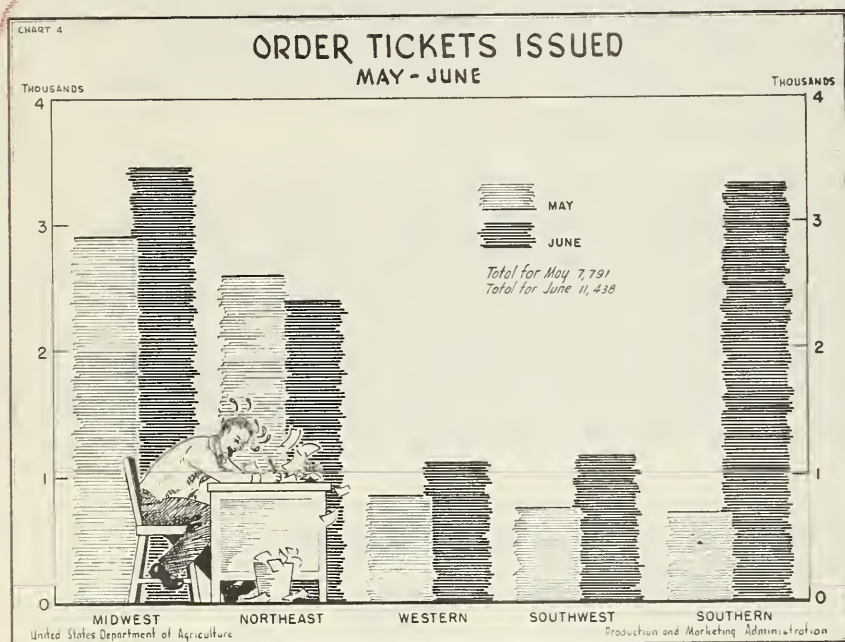
ORDERS TO SHIP (TICKETS)

Order tickets issued rose sharply in June to total 11,438. This figure was 47 percent above the May total of 7,791. All areas gained except the Northeast, which fell slightly. (See Chart 4.)

In May, by area totals, the Midwest led and the Northeast, West, Southwest and South followed in that order. In June the Midwest again led, with 3,454. The South jumped from last place to second with 3,316.

The Northeast fell to third with 2,396. The Southwest with 1,156 again ranked fourth, and the West dropped from third position to last, with 1,116.

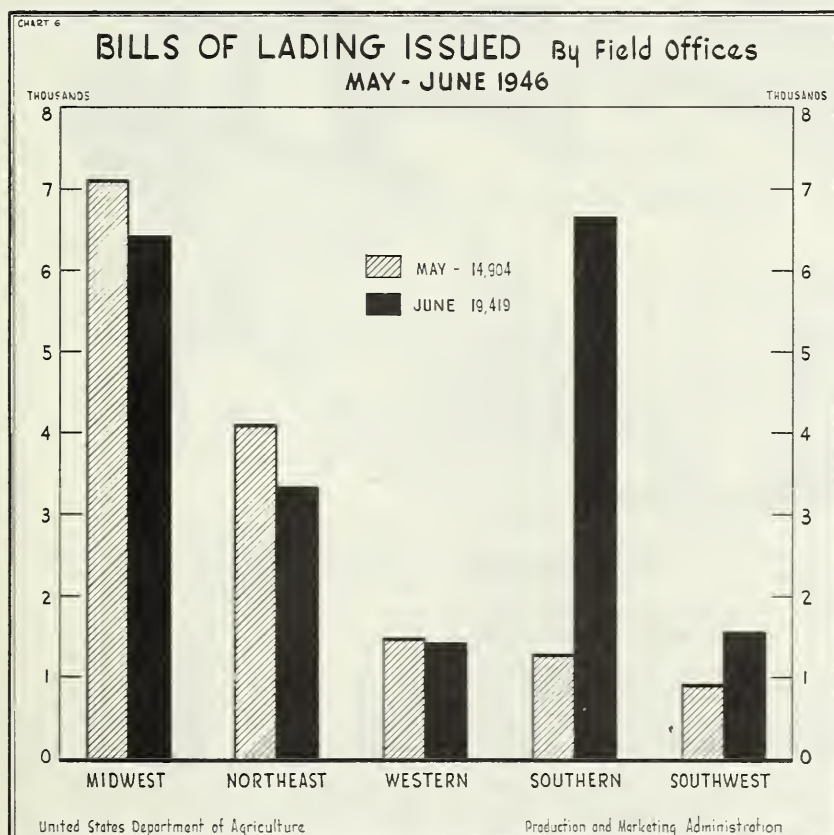
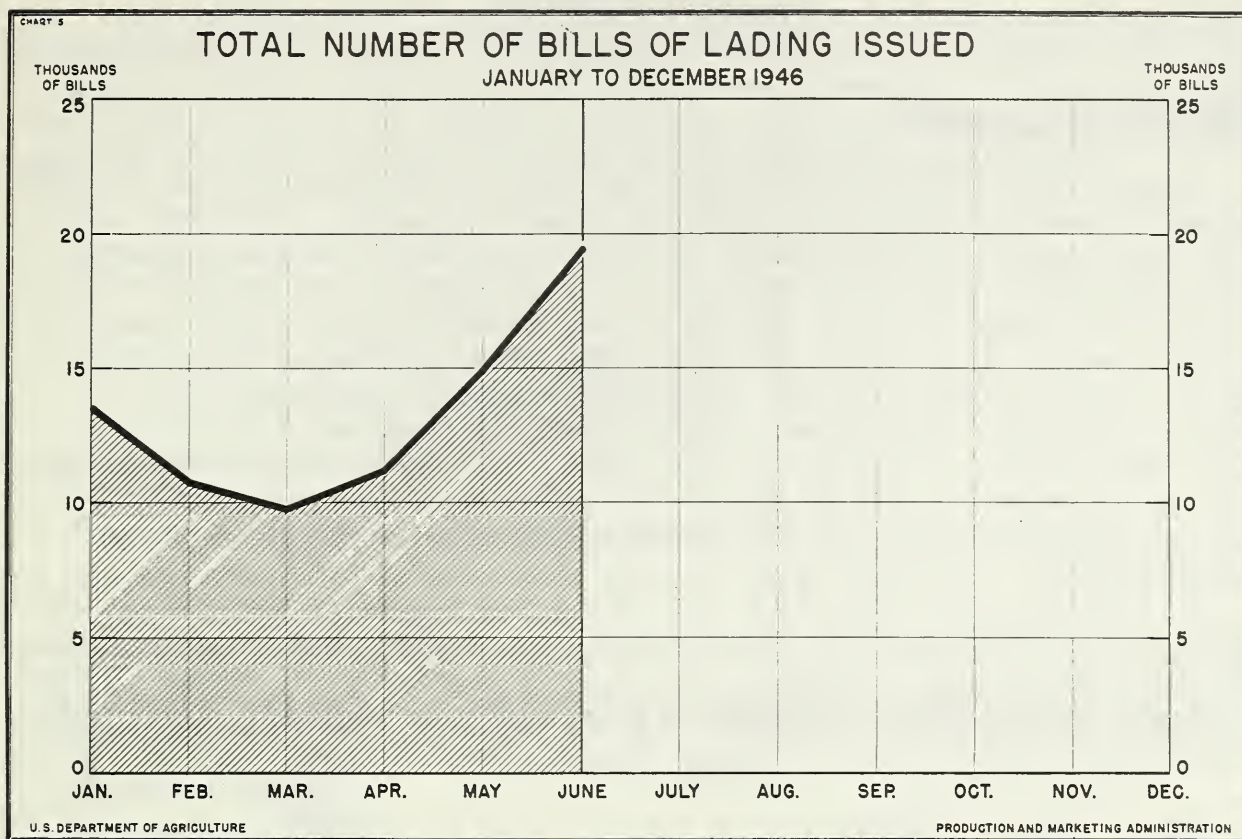
In percentage of total tickets issued in June, the Midwest had 30 percent compared to 37 in May. The South had 29 percent in contrast to 9 in May. The Northeast fell to 21 compared to 33, the Southwest remained at 10 percent, and the West dropped to 10 compared to 11 in May.



BILLS OF LADING

Bills of lading climbed to 19,419 in June and exceeded by 30 percent the May total of 14,904 which had been the previous high this year. (See Chart 5.)

Continuing and rapidly increasing activity in the South was largely responsible for the total June gain. June ladings issued in the South aggregated 6,652 and exceeded those of any other area. They compared to 1,282 issued in May and 347 in April. The June increase in ladings resulted from conversion of commercial bills of lading on livestock and large-scale procurement of potatoes on price support programs. By totals, the order of the other areas was Midwest, Northeast, Southwest and West. The Midwest, Northeast and West showed declines for the month. The only area to gain besides the South was the Southwest. For June the Midwest issued 6,422 ladings compared to 7,107 in May. The Northeast had 3,348 in contrast to its previous 4,103. The Southwest rose to 1,572 as against 930 in May, and the West had 1,425 compared to 1,482 in May. (See Chart 6.)

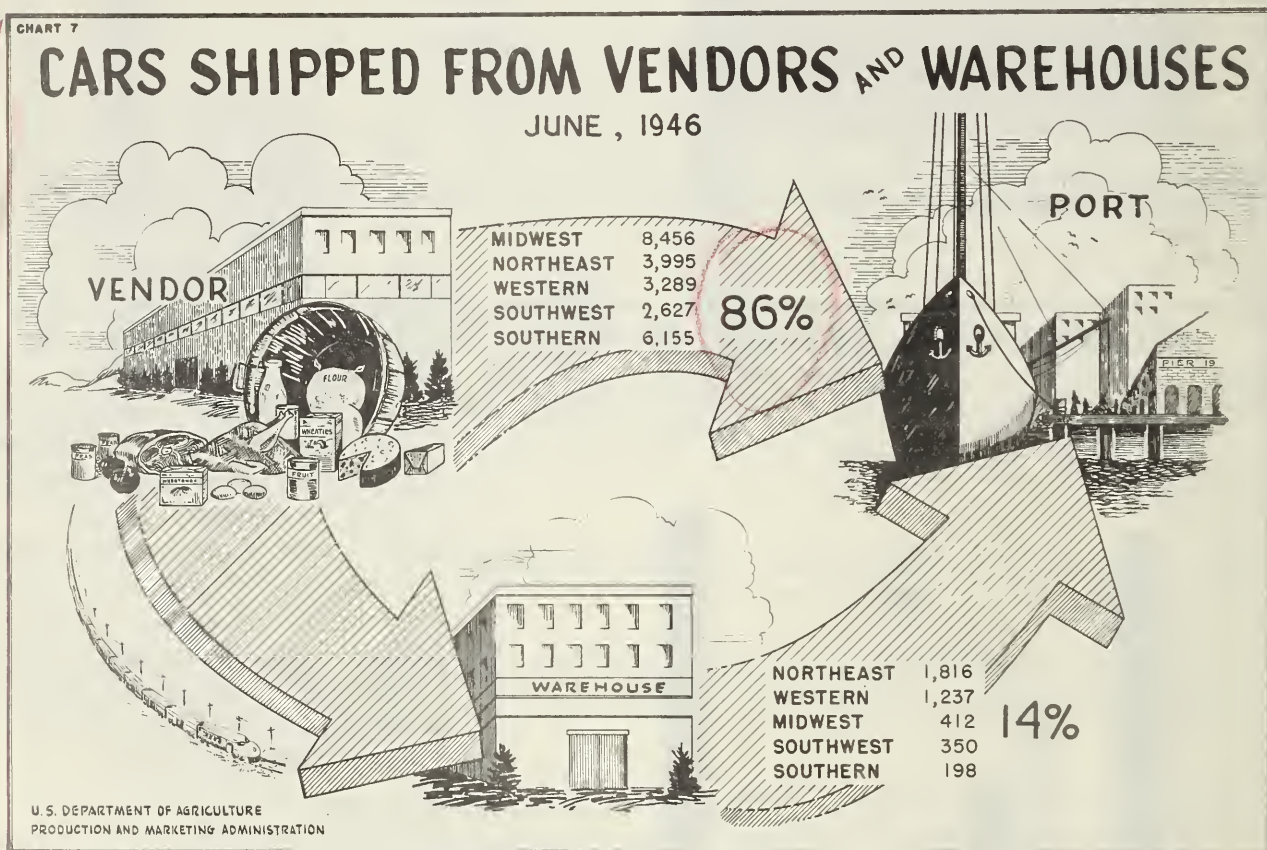


In percentage of total June loadings, the South issued 35 percent compared to 9 percent the preceding month. The Southwest also registered a percentage gain rising from 6 percent in May to 8 for June. The Midwest total of 33 percent was 15 below its May percentage. The Northeast fell from 27 percent in May to 17 in June and the West from 10 to 7.

COMMODITY MOVEMENTS

Shipments from Vendors

Shipments from vendors continued to rise in June and reached 24,522, a total 82 percent higher than the May figure of 13,461. Of total shipments from vendors and warehouses to port, the Branch further increased the percentage of cars traveling direct from vendor to shipside. Whereas 72 out of every 100 cars shipped in May traveled direct, the June percentage rose to 86 of every 100 cars. The Branch achieved this improvement in spite of the fact that total June shipments exceeded those of May by 53 percent. The Midwest again topped all areas with 8,456 shipments from vendor, 35 percent of the total. The South ranked second with 6,155 or 25 percent. The Northeast had 3,995 or 16 percent, the West 3,289 or 13 percent, and the Southwest 2,627, the remaining 11 percent. (See Chart 7.)



Shipments from Warehouses

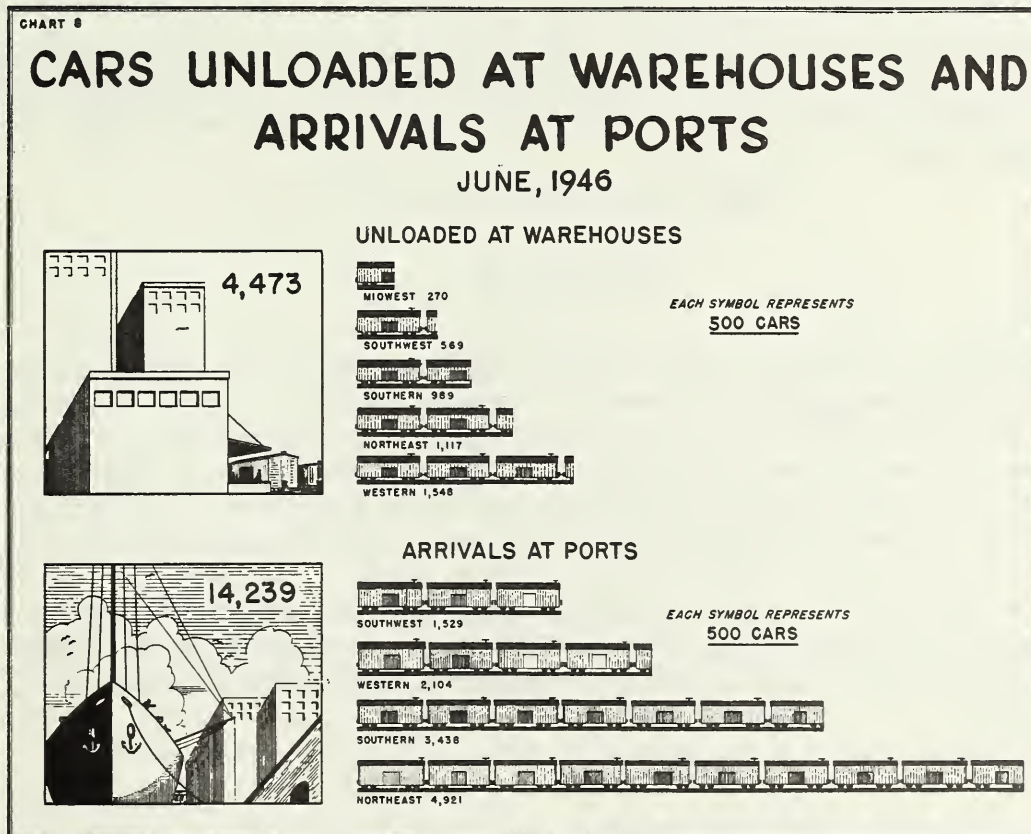
Shipments from warehouses declined 22 percent in June. The month's total was 4,013 compared to 5,129 in May. The principal decline occurred in the Northeast. The Midwest and South likewise dropped, but the West and Southwest showed gains. The Northeast made 1,816 shipments or 45 percent of the total. The West made 1,237, the Midwest 412, the Southwest

350, and the South 198. (See Chart 7.) While the Midwest led all areas in shipments from vendors, it made only 10 percent of shipments from warehouses as against the 45 percent made by the Northeast. This indicates the Branch's continued success in storing commodities nearer to the ports expected to lift them than was the case a number of months ago.

ARRIVALS

Warehouses

Car arrivals at warehouses totaled 4,473 in June, an increase of 42 percent over the May figure of 3,155. (See Chart 8.) The West led with 1,548. The Northeast had 1,117, the South 969, the Southwest 569, and the Midwest 270. The South made the biggest percentage gain rising from 10 percent of the total in May to 22 percent in June. The West climbed from 27 percent to 34 percent and the Southwest from 10 percent to 13. The Northeast dropped from 34 percent to 25 and the Midwest from 19 percent to 6.



Ports 1/

The number of cars arriving at ports increased 46 percent in June. The June arrivals totaled 14,239 in contrast to 9,742 in May. All areas made gains. (See Chart 8.) The South received more cars than any other area, 5,555 compared to 3,214 in May. In percentage of total cars received it also led with 39 percent. Newport News headed the Southern ports with 2,723 cars. Norfolk had 1,729, Mobile 924 and Savannah 179.

The Northeast ranked second with 5,047 cars compared to 4,701 in May. In percentage of the total, however, it dropped from 48 percent in May to 35 percent in June. New York with 3,334 cars continued to top all ports in the country. Arrivals totaled 1,080 at Philadelphia, 619 at Baltimore, and 14 at Boston. The West received 2,108 cars, double its May total of 1,047. Portland had 1,091, San Francisco 648 and Los Angeles 369. Southwest port arrivals likewise doubled, totaling 1,529 for June as against 780 in May. In the Southwest, Houston led with 763 followed by Galveston with 328, New Orleans with 271, and Beaumont with 167.

At the end of June 2,304 cars were reported en route to ports. Of these, 1,176 were rolling to the South, 594 to the Northeast, 318 to the Southwest, and 216 to the West.

Arrivals Other Than PMA

In addition to PMA arrivals, the Branch handled at warehouses and ports 4,300 cars not covered by PMA bills of lading. The South received 1,605, the West 1,502, the Southwest 909, and the Northeast 284. The Midwest had none.

LIFTINGS 2/

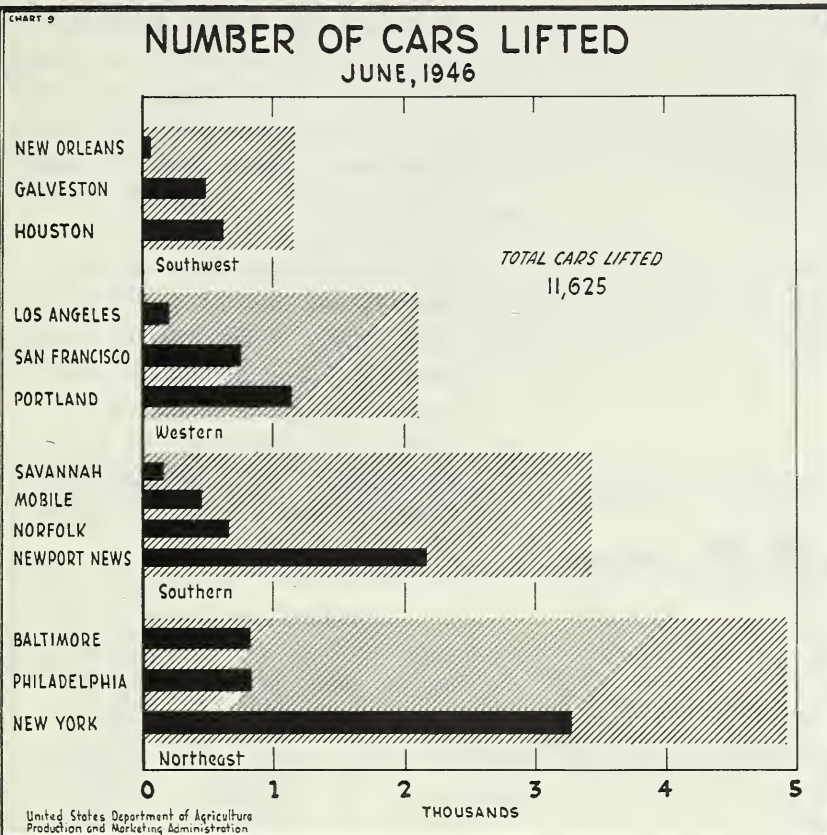
The number of cars of commodities lifted totaled 11,625 during June, a decline of 15 percent from the May high of 13,621. Three Field Offices loaded a greater number of cars aboard vessels in June than in May but the Northeast loaded fewer. The totals rose from 840 to 1,162 cars in the Southwest, from 1,525 to 2,104 in the West and from 3,158 to 3,438 in the South. The Northeast declined from 8,098 to 4,921 cars. New York, with 3,237 cars, still led all other ports. Newport News lifted 2,192 cars, Portland, Oregon 1,149, Philadelphia 846 and Baltimore 838. San Francisco followed with 757, Norfolk 663, Houston 623, Galveston 481, Mobile 461, Los Angeles 198, Savannah 122 and New Orleans 58. (See Chart 9.)

1/ No ports in the Midwest.

2/ Does not include liftings of Basic Commodities.

The Program Operations Division estimates, that on June 30, there were at least 500,000,000 pounds of food at ports awaiting arrival of

vessels. Part of this total was stored in warehouses at or near the embarkation points. The balance was on tracks or on pier storage. The Field Offices reported 2,743 cars on track and 2,815 on pier storage, a total of 5,558. This was in contrast to 3,407 carloads at the end of May. Approximately 18 percent, or 1,017 cars, were located in the Northeast, 38 percent or 2,120 cars in the South, 14 percent or 760 cars in the Southwest, and 30 percent or 1,661 cars at the Western ports. Forty-seven ships were loading cargo at the close of the month.

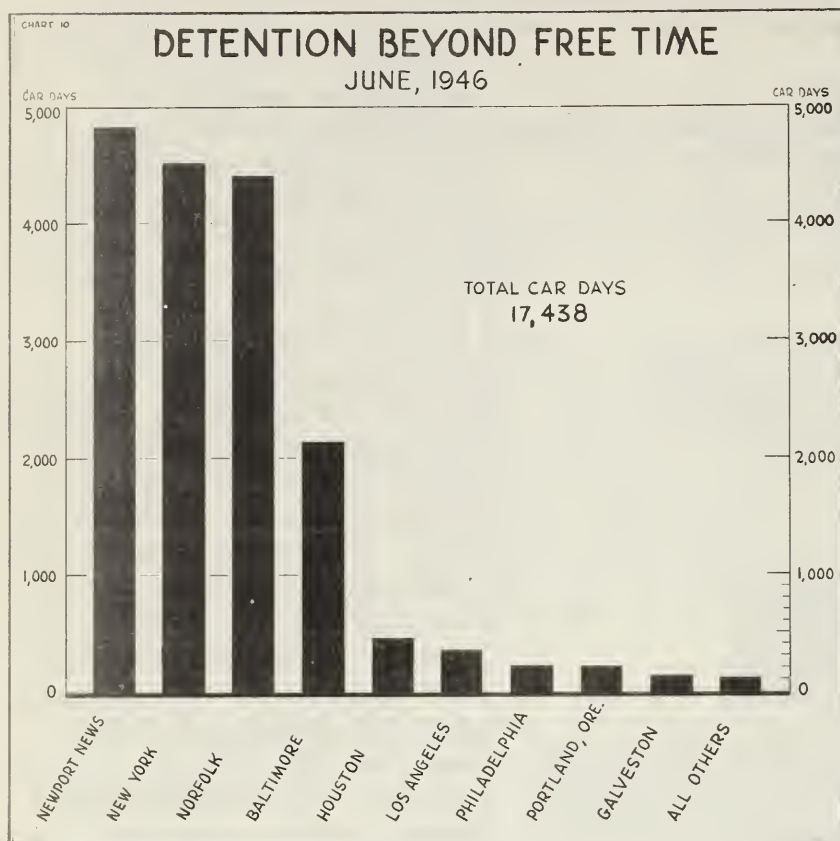


CAR DETENTION (BEYOND FREE TIME)

The number of cars detained beyond free time amounted to 3,056 in June. Approximately 37 percent, or 1,123 cars, represented reefers while 63 percent, or 1,933, were box cars. New York led all other ports with 1,074, of which 868 were reefers. Newport News reported 804, Norfolk 518, Houston 143, Portland, Oregon 112, Los Angeles 110, and Baltimore 102. Seventy-six cars were detained at Philadelphia, 53 at Galveston, 30 at New Orleans, 17 at Buffalo, 10 at Boston, 5 at Savannah, 2 at San Francisco and none at Mobile, Jacksonville, Beaumont or Seattle.

Twenty-one days was the average detention time at Baltimore. Norfolk averaged 8.5 days, Newport News 6.0, New York 4.2, Houston and Los Angeles 3.3, Boston, Philadelphia and Savannah 3.0, Galveston 2.6, New Orleans and Portland, Oregon 2.0, Buffalo 1.5 and San Francisco 1.0. Based upon car days, Newport News led with 4,824 followed by New York with 4,511, Norfolk 4,403, Baltimore 2,142, Houston 472, Los Angeles 363, Philadelphia 228, Portland 224, and Galveston 138. (See Chart 10.) The total for all other ports was 133.

The Field Offices handled 12,627 cars during June, a slight increase



over the May total of 12,533. The Northeast still handled the greatest number of cars although the total declined from 7,076 in May to 5,442 in June. The other three regions experienced increases. The number rose from 3,560 to 3,887 in the South, from 929 to 1,107 in the Southwest, and from 968 to 2,191 in the West. Forty-four percent of the detentions were in the Southern region, 42 percent in the Northeast, 7 percent in the Southwest and 7 percent in the West.

Detentions as a percent of total cars handled exceeded 25 percent at Norfolk, New York and

Newport News. Mobile had no detentions yet handled 729 cars. The other percentages ranged from a low of 0.3 at San Francisco to a high of 22.4 at Houston. (See table below.)

	Cars Handled in June	Cars Detained Beyond Free Time	Detentions as % of Handlings
New York	2343	1074	45.8
Newport News	2192	804	36.7
Buffalo	1145	17	1.4
Baltimore	904	102	11.3
Portland, Ore.	880	112	12.7
Philadelphia	856	76	8.9
Mobile	729	0	0
Los Angeles	691	110	15.9
Norfolk	663	518	78.1
Houston	639	143	22.4
San Francisco	620	2	0.3
Galveston	466	53	11.4
Savannah	302	5	1.6
Boston	194	10	5.1
New Orleans	2 1/	30	Indef.
Jacksonville	1	0	0
Total	12627	3056	24.2

1/ Two cars on hand at beginning of month, 114 car arrivals during month, 114 cars on hand at end of month.

WAREHOUSE FACILITIES

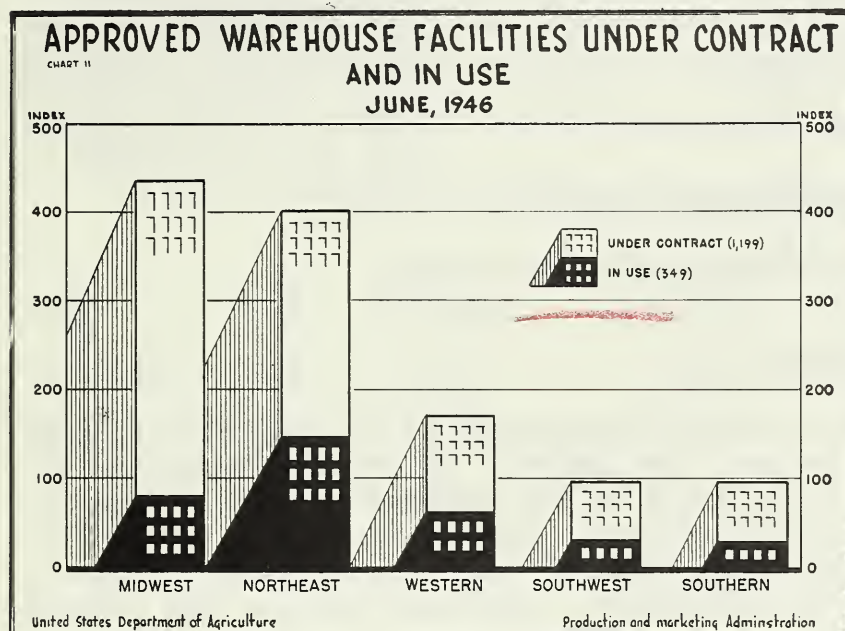
There were 907 approved warehouse contracts in effect on June 30, which was the same as the number in force on May 31. Thirty-eight percent of these were with warehousemen in the Midwest area, 33 percent in the Northeast, 12 percent in the West, 9 percent in the South, and 8 percent in the Southwest. A gain of 1 percent developed in the South and a loss of 1 percent in the Southwest. No changes occurred in the other three areas.

The 907 contracts in force on June 30 covered 1,199 approved warehouse facilities suitable for the storage of PMA commodities, in contrast to 1,348 on May 31. The reduction in number was common to all Field Offices. The Midwest dropped from 446 in May to 435 in June, the

Northeast from 420 to 402, the West from 229 to 170, the South from 148 to 96 and the Southwest from 105 to 96. (See Chart 11.)

At the end of June, 349, or 29 percent, of the approved facilities were in use.

The Northeast had 146, the Midwest 79, the West 62, Southwest 32, and the South 30. The Northeast was using 55 fewer facilities in June than in May, the West 15 less and the Midwest six. Eight additional warehouses were in use in the South and three in the



Southwest.

Thirty-six percent of those facilities located in the Northeast and in the West were being utilized on June 30. The degree of utilization in the other areas ranged from 18 percent in the Midwest to 31 percent in the South and 33 percent in the Southwest.

Two additional leased storage facilities were given up by the Shipping and Storage Branch during June. These were the Newark Tidewater Terminal and the Sacramento Seed Warehouse. Two Shipping and Storage Branch sub-offices, located at Buffalo and Jacksonville, also were abolished during the month.

INSPECTION AND MAINTENANCE

Warehouse Inspection

PMA operating procedure 127.10 between the Shipping and Storage Branch and the Marketing Facilities Branch has been in effect since May 1. Operating under this procedure, a total of 371 subsequent warehouse ex-

AREA	Whse Exam. Reports Rec'd	Whses Removed from Approved List by MFB	Orig. Exam. Reports Rec'd
Northeast	161	18	1
Midwest	128	24	2
Southern	13	4	1
Southwest	23	1	2
Western	46	6	2
Total	371	53	8

amination reports and 8 original examination reports were received from the Marketing Facilities Branch during June. (See table.) This was in contrast to 226 subsequent reports and 4 original reports received in May. The Marketing Facilities Branch removed 53 warehouses from the approved list in June compared to 12 during May.

Inspection Requests and Reports

Forty-one requests for inspection were made to the Commodity Branches during June as against 45 in May. (See table.) Of the June requests, 33 originated in the Field Offices and 5 in the Washington Office. Three were referred to the Field by Washington. Inspection reports totaled 13 in June as against 30 in May. The Field Offices received seven during the month and the Washington Office four. The Field Offices also referred

Field Offices	Inspection				Inspection Reports			
	Originated F.O.	Wash.	Ref. To F.O. by Wash.	Total	Received F.O.	Wash.	Ref. To Wash. by F. O.	Total
Northeast	21	1	2	24	0	0	1	1
Midwest	3	0	0	3	0	1	0	1
Southern	0	4	0	4	0	1	0	1
Southwest	8	0	1	9	6	0	1	7
Western	1	0	0	1	1	2	0	3
Total	33	5	3	41	7	4	2	13

two others to Washington. There were 28 inspection reports outstanding at the end of June compared to 15 at the end of May.

Sales Referrals

The Washington Office made only 4 referrals for sale to the Commodity Branches during June compared to 5 for May and 12 for April. The usage on programs of many scarce or vitally needed commodities in good condition regardless of location or quantity is partially responsible for the drop. One of the June and three of the May referrals have been sold but the abstracts of sale had not been received by June 30. One April and one May referral remain unsold, making a total of five referrals still unsold at the end of June.

Part Lots

Warehousemen's inventory reports and subsequent examination reports indicate that the total number of part and disposition lots brought to the Division's attention increased from 1,273 on June 1 to 1,624 on June 30. (See table below.) Definite action has been taken on 1,468 lots. Of these, 566 have been sold, 588 ordered to program

Status of Part and Disposition Lots

<u>Area</u>	<u>Sold</u>	<u>Ordered to Program</u>	<u>Misc. Dis- position</u>	<u>Action Pending</u>	<u>Total</u>
Northeast	287	417	130	106	940
Midwest	185	114	85	24	408
Southern	14	5	11	1	31
Southwest	9	5	31	15	60
Western	<u>71</u>	<u>47</u>	<u>57</u>	<u>10</u>	<u>185</u>
Total	566	588	314	156	1624

and 314 have been donated, destroyed, or are being handled by claims. On the balance of 156 lots, on which action is pending, 131 are awaiting sale, 16 have been referred for inspection, and 9 are being reconditioned. Three Field Offices had the majority of the part lots. The Northeast had 940, the Midwest 408 and the West 185. Sixty were in the Southwest and 31 were in the Southern area.

Salvage

Eighteen sales and 9 donations of out-of-condition and/or odd lots were made during June. This was in contrast to 31 sales and 6 donations in May. All donations were valued at less than \$50 for each individual lot. Three sales were made by the Washington Office, 12

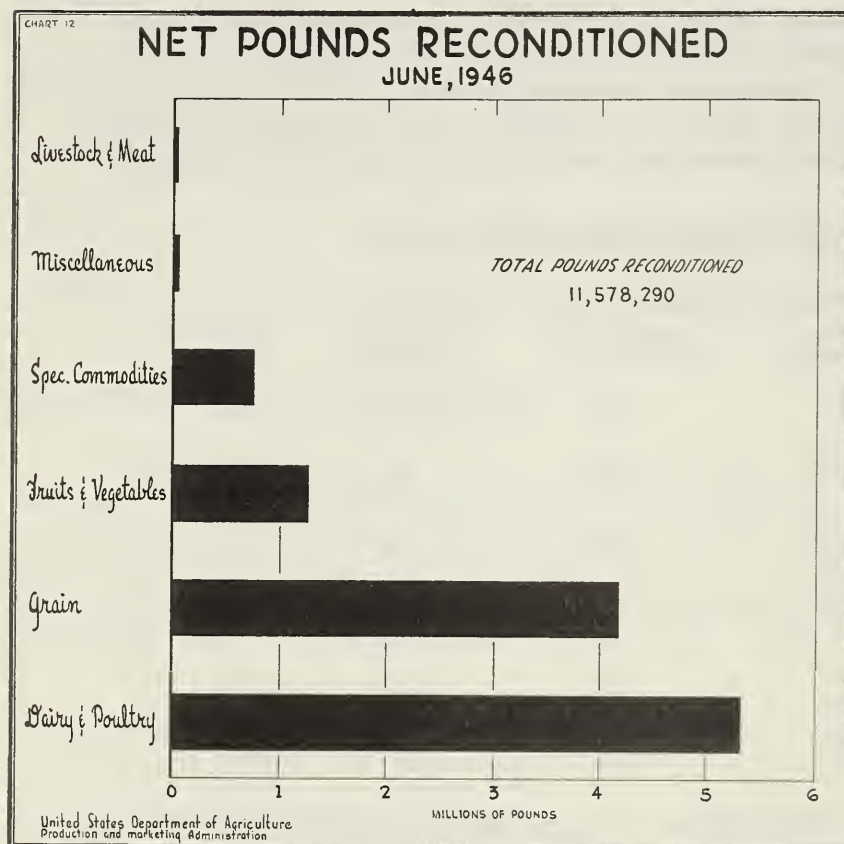
by the New York Office and 3 by the Memphis Office. Of the nine donations, New York made eight and Memphis one.

The Acting Assistant Administrator has given authority to dispose of all used packaging containers, and new containers valued at less than \$300, if no longer needed. Several of these lots already have been sold and negotiations are underway to sell others.

Reconditioning and Reconditioning

Commodities reconditioned and recoopered during June totaled 11.5 million pounds. (See Chart 12.) This was 5.7 million pounds above or about double the May figure of 5.8 million pounds. It was 3.1 million pounds higher than April. The Midwest with 8.4 and the Northeast with

2.9 million topped all other areas. The Southwest handled 243 thousand pounds, the West about 2 thousand, and the South none. In comparison with April, by areas, the Midwest more than tripled its total. The Southwest rose about 64 thousand pounds. The other areas fell. The Northeast dropped about 100 thousand pounds, the South 104 thousand, and the West about 93 thousand. By commodities, reconditioning and recoopering of grain and seed rose 3.5 million pounds. Dairy products increased 2 million pounds and fruit and vegetable work more than 1 million. Special commodities dropped 848 thousand pounds and Red Cross commodities 124 thousand pounds.



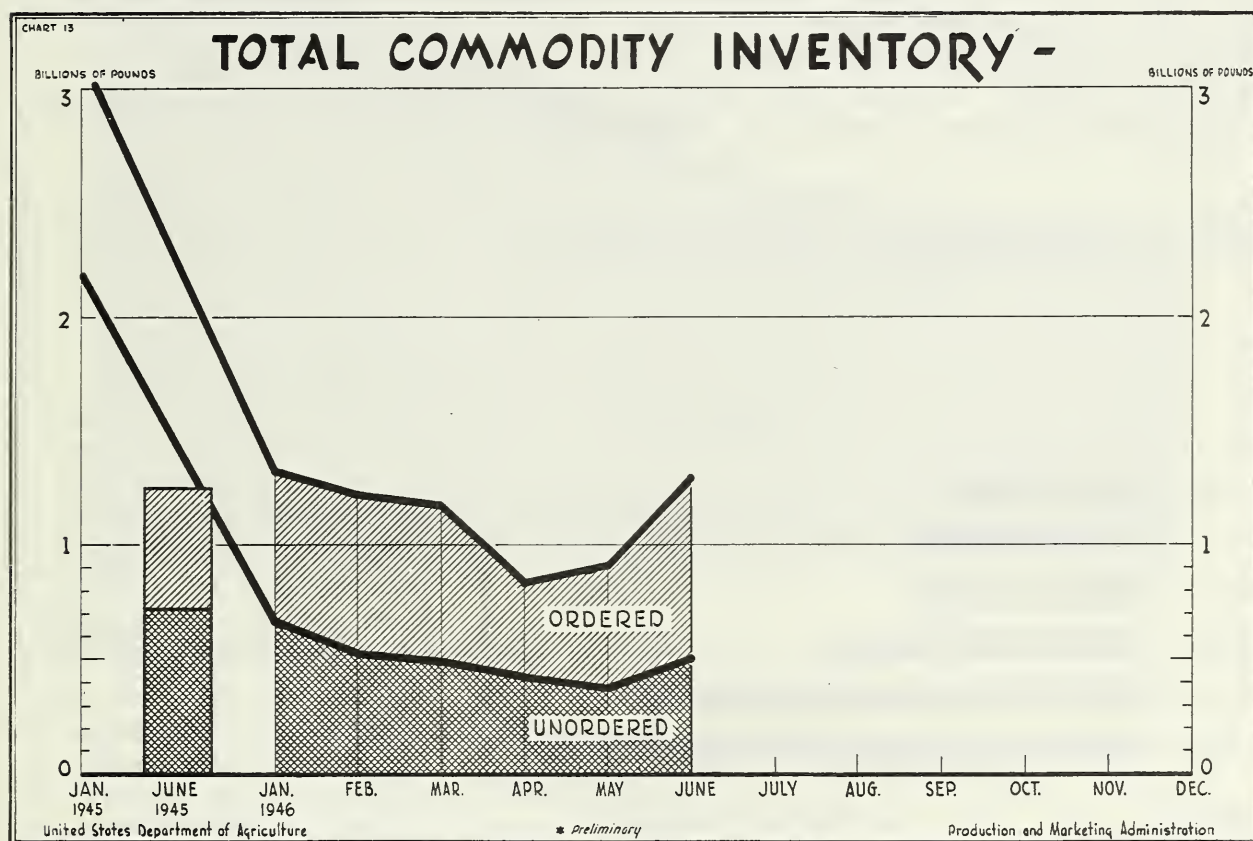
Livestock and meat remained about the same as in May.

During the month 7.6 million pounds of grain products were fumigated as against 6 million in May. The June fumigation occurred in the Southwest and is largely attributable to seasonal conditions.

Reconditioning jobs during the month included the reconditioning of Army cheese in the Midwest. In the Southwest 243,347 pounds of Army coffee were reconditioned at New Orleans. This work required overbagging, rebagging and weighing 1,660 bags.

COMMODITY INVENTORY 1/

Continuation of the intensive drive to fulfill commitments resulted in the ordering of 1,071 million pounds to programs in June. Total CCC-owned commodities, which amounted to 913 million pounds on May 31; aggregated 1,271 million as of the end of June. 2/ The June inventory, a significant portion of which was enroute to programs, was in excess of the April figure of 840 million pounds but remained under the January total of 1,336. It ran about even with February which had 1,222 and March which had 1,185. It likewise just about equaled the June 1945 inventory of 1,260 million pounds. (See Chart 13.)



Ordered inventory rose during the month. This part of the total, which represents supplies moving to programs as well as commodities referred for sale and other non-program use, aggregated 764 million pounds. Compared to May, this was an increase of 229 million pounds or 43 percent. It was likewise an increase of 43 percent over the June 1945 figure.

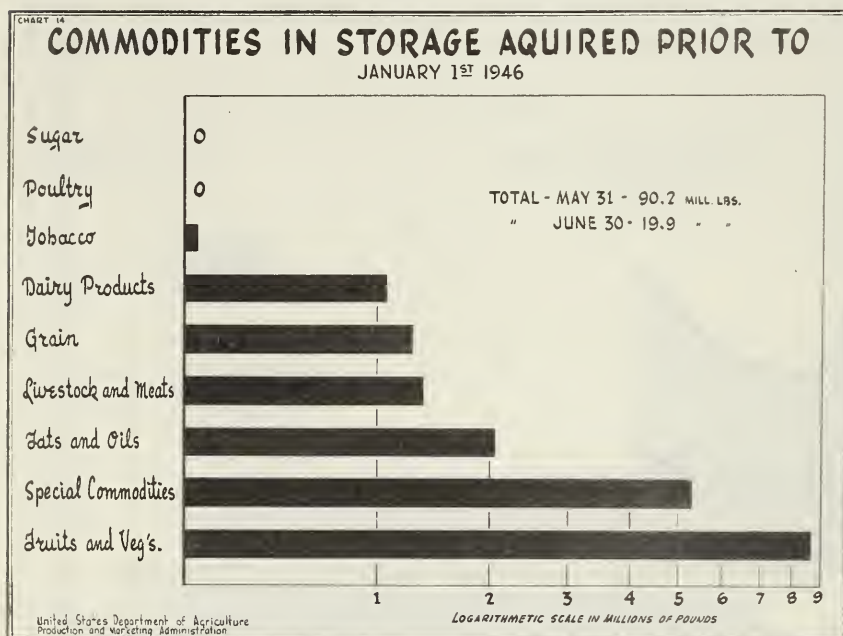
The unordered commodity inventory, which consists of stock available for shipment to program for which shipping instructions have not been issued, also increased during June. The June total aggregated 507 million

1/ Basic commodities - wheat, oats, rye, barley, corn and cotton - are excluded from the totals reported.

2/ Data for June 1946 is preliminary and is subject to later revisions.

pounds, an increase of 129 million pounds over May. It was also 88 million pounds higher than April and was slightly in excess of the March figure of 487. It stood 13 million pounds under February and 168 million under January. June 1946 likewise showed a drop of 219 million or 30 percent below the corresponding month a year earlier. It should be noted that these unordered figures are based on orders to ship rather than commitments.

The significant change occurring this year compared to 1945 in the ratio of ordered to unordered commodity inventory continued in June. Where in early 1945 more than 60 percent of all inventory represented unordered stock, it has during 1946 decreased to about 50 percent or less. This year it totaled 51 percent in January, 42 percent in February, 41 in March, 49 in April and 41 in May. Despite the increase in total inventory in June, the percentage of unordered stock totaled only 40 percent of the whole. In June 1945 with an almost identical total inventory, the unordered portion amounted to 58 percent.

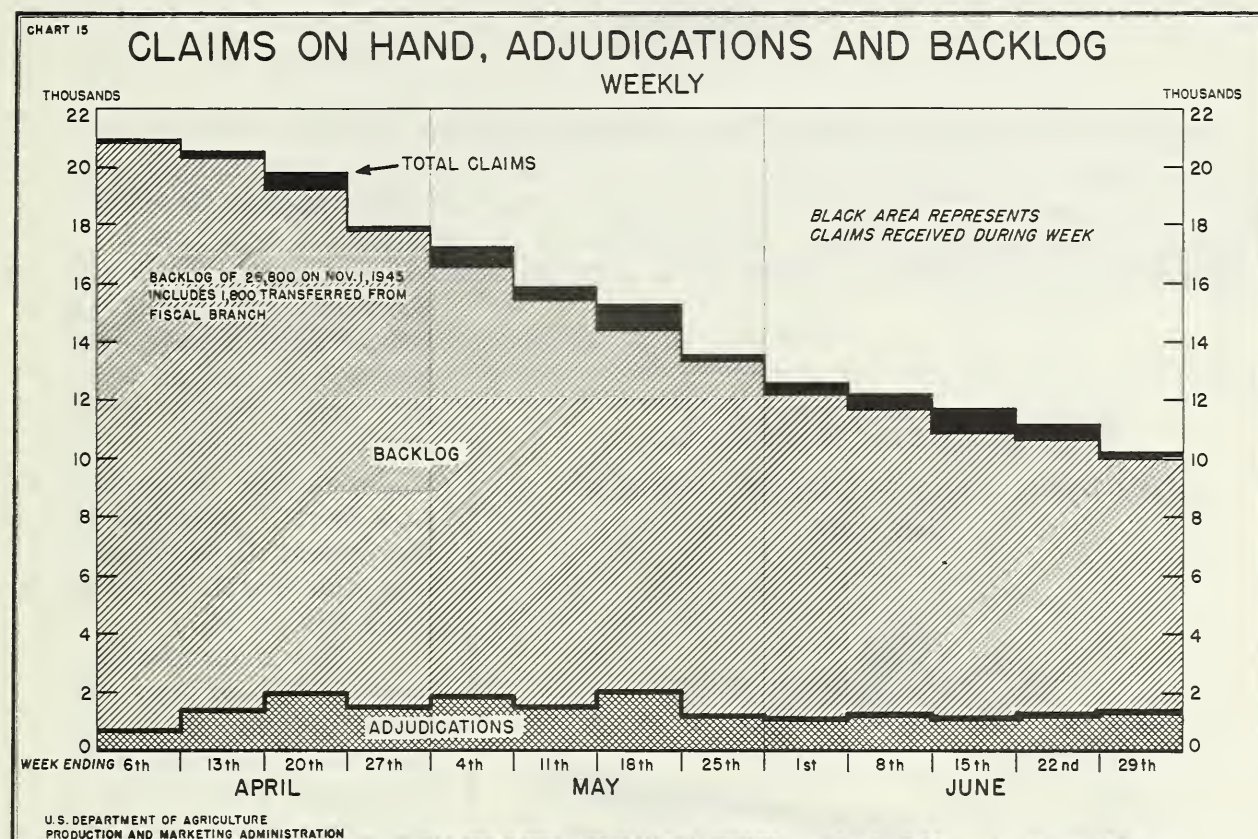


Total CCC-owned stocks acquired prior to January 1, 1946, which include commodities for which disposition has not been arranged as well as those stocks ordered to program but not shipped as of June 30, 1946, amounted to approximately 19.9 million pounds. (See Chart 14.) The reduction during the month totaled 70.3 million pounds, a drop of 77 percent below the May figure of 90.2 million. Whereas in May the stocks acquired before January 1

amounted to 9.9 percent of total CCC-owned inventory, in June they had declined to only 1.6 percent of the total ownership. A decrease occurred in every commodity during June. Of the total stocks remaining at the end of the month, approximately 8.7 million pounds were fruit and vegetables, 5.3 million special commodities, 2 million fats and oils, 1.4 livestock, 1.3 grain, and 1 million dairy products. In terms of pounds, the largest decline of the month took place in fruits and vegetables stocks which fell 28 million. The largest percentage drop occurred in grain which declined 93 percent. There were declines of 89 percent in dairy, 81 percent in livestock, 77 in fruits and vegetables, 66 in special commodities, 64 in fats and oils, and 60 percent in tobacco. All of the poultry and sugar was moved during June.

CLAIMS

The backlog of claims on hand as of June 30 totaled 8,867. ^{1/} On June 1 it stood at 11,693 and on April 27 at 16,501. The net June reduction totaled 2,826 claims, a drop of 24 percent. Adjudications for the month aggregated 5,154. The net reduction fails to equal the number



of adjudications because during the month 2,328 new claims were received as additions to those on hand June 1. Between April 27 and May 31 the net reduction in the backlog amounted to 5,066 claims, a drop of 31 percent. New claims received during that period amounted to 2,811 and adjudications totaled 7,877. The claims now on hand are a type which require extensive investigations. Likewise, it is not always possible to effect adjudications from available records. Such factors curtail the number of claims which can be adjudicated, a condition which became apparent during June.

About half of the new claims received in June were set up from carriers' bills. Many bills carried loadings covering shipments made two or three years ago. The age of these cases requires that more time be spent in adjudication than is required on more recent cases. During the month there has been an increase in the number of Warehouse, Over, Short and

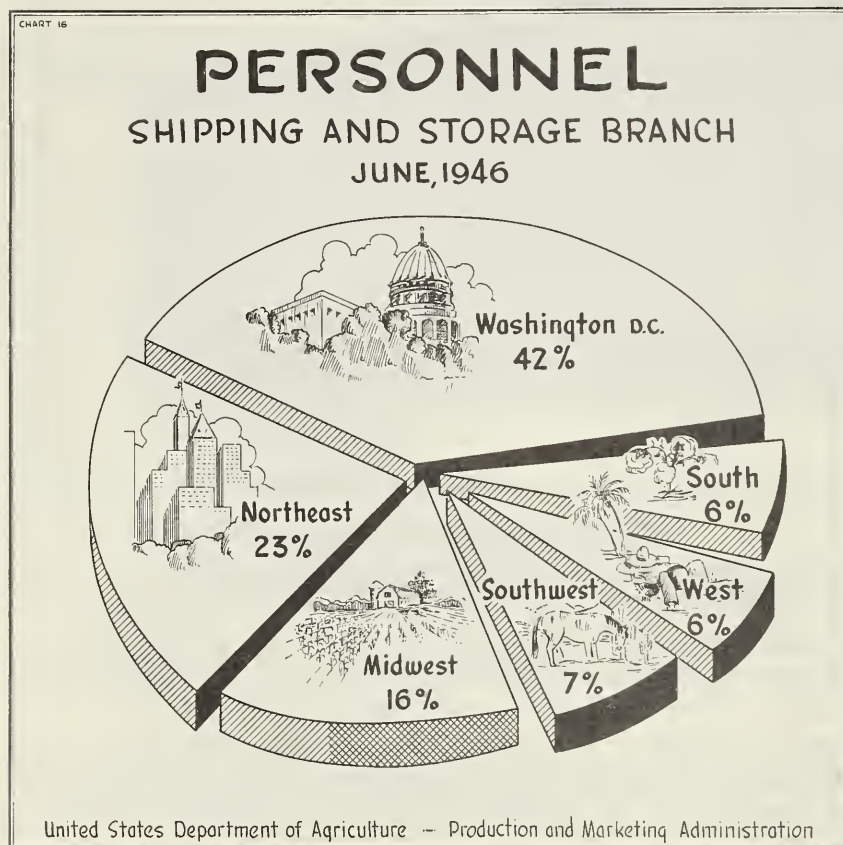
^{1/} All June figures include Claims Section of New York Field Office.

Damage Reports. Most of these reports cover shipments made in January, February and March of this year.

There were 2,834 claims closed in June. The monetary value of all claims closed during the month totaled \$166,864.90. The amounts ranged from \$29,788.32 the week of June 24-29 to \$59,137.24 the week of June 17-22.

PERSONNEL

There were 1,408 employees in the Shipping and Storage Branch on June 30, 1946. Included in this total are the Inventory Accounting Division personnel in Washington and those at the Natural Cooler Storage facility in the Midwest area. Approximately 42 percent of the total employees were assigned to Washington offices and the balance of 58 percent divided among the five Field areas. The Northeast region led all other Field Offices with 23 percent. The Midwest had 16 percent, the West 7 percent, the Southwest 6 percent, and the South 6 percent. (See Chart 16.)



It is estimated that Field Office personnel expended 1,955 man-hours during June, compared with 1,690 in May, handling Basic Commodities for the various Commodity Branches. This duty was in addition to that required to handle the large volume of Shipping and Storage activities. Most of the work was done in the Southern and Southwest offices and the bulk of it was for the Cotton and Grain Branches. The

former area devoted 558 man-hours, all but 60 of which went to Cotton activities while the latter area did 625 hours of work for the Cotton Branch and 680 hours for the Grain Branch. Eighty hours were spent in the Western area and 12 in the Northeast.

Field Office personnel also handled 4,300 cars not covered by PMA bills of lading. This was 1,870 in excess of the number arriving in May. The majority of these arrivals were within the Southern and Western areas although the Southwest received 909 cars and the Northeast 284 cars.

EMBARGOES IN EFFECT DURING JUNE

1. Embargo 703, box and refrigerator cars to New York, November 21 to present.
2. Embargo 129, export freight to Houston, Galveston, and Texas City, March 6 to present.
3. Embargo 170, export freight to USDA, BMWT and UNPRA at Baltimore, March 25 to present.
4. Embargo 197, superseding embargo 170, export freight to Philadelphia, including Camden, N. J., March 25 to present.

PERSONNEL OF SHIPPING AND STORAGE BRANCH										
BY DIVISIONS IN WASHINGTON, D.C. AND BY FIELD OFFICES										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
STGE	PROGRAM	SHIPPING	ADMINIS-	OFFICE OF	FIELD OP-	INSP.&	TOTAL COLS.	CLAIMS	INV.	TOTAL IN
	MGMT.		TRATIVE	DIRECTOR	ERATIONS	MAIN.	(1) THRU (7)		ACCIG.	WASH., D.C.
JAN. 1945	106	28	103	26	13	-	276	25	-	301
FEB.	112	31	99	30	15	-	287	27	-	314
MAR.	107	32	100	31	17	-	287	28	-	315
APR.	112	34	98	34	19	-	297	28	-	325
MAY	117	36	103	33	18	-	307	27	-	334
JUNE	124	53	82	32	18	-	309	31	-	340
JULY	121	54	81	32	21	-	309	34	-	343
AUG.	107	50	80	33	22	-	292	38	-	330
SEPT.	121	51	79	37	24	3/	312	41	-	353
OCT.	135	54	59	11	12	13	313	54	-	367
NOV.	83	51	52	13	11	13	258	90	-	348
DEC.	77	49	52	14	12	15	256	96	4/	352
JAN. 1946	76	51	55	12	12	15	260	107	190	557
FEB.	-	94	60	15	13	19	249	121	197	567
MAR.	-	97	60	13	14	18	240	150	195	585
APR.	-	101	63	14	21	14	249	147	197	593
MAY	-	106	65	14	20	13	253	144	189	586
JUNE	-	107	52	14	21	12	242	176	174	592

	(12) NORTHEAST	(13) MIDWEST	(14) SOUTHERN	(15) SOUTHWEST	(16) WESTERN	(17) NATURAL COOLER	(18) TOTAL FIELD OFFICES	(19) GRAND TOTAL
JAN. 1945	319	118	47	46	173	-	703	1004
FEB.	322	118	43	43	178	-	704	1013
MAR.	325	121	47	42	171	-	706	1021
APR.	323	114	42	41	171	-	691	1016
MAY	314	120	42	49	163	-	688	1022
JUNE	300	125	40	53	165	-	683	1023
JULY	310	130	44	65	172	-	721	1064
AUG.	299	143	44	65	165	-	716	1046
SEPT.	315	133	41	72	153	-	714	1067
OCT.	323	132	45	73	150	-	723	1090
NOV.	320	141	48	83	142	-	734	1082
DEC.	324	148	49	72	137	-	730	1082
JAN. 1946	350	150	50	80	110	35	740	1332
FEB.	360	167	60	81	109	34	811	1378
MAR.	353	167	57	83	101	35	796	1381
APR.	357	161	57	83	106	43	807	1400
MAY	316	150	60	78	135	43	782	1368
JUNE	321	164	84	85	102	60	816	1408

SOURCE: ADMINISTRATIVE DIVISION TIME AND ATTENDANCE REPORTS, TIME STUDY ANALYSIS BY MAN MONTHS, AND REPORTS FROM FIELD OFFICES.

- 1/ STORAGE AND PROGRAM MANAGEMENT DIVISIONS CONSOLIDATED AND REPORTED AS PROGRAM OPERATIONS IN FEBRUARY, 1946.
- 2/ ADMINISTRATIVE DIVISION CARRIED IN OFFICE OF DIRECTOR UNTIL OCTOBER.
- 3/ INSPECTION AND MAINTENANCE DIVISION FORMED.
- 4/ INVENTORY ACCOUNTING DIVISION TRANSFERRED FROM FISCAL BRANCH TO S&S BRANCH.

MISCELLANEOUS WORK MEASUREMENTS

Each Field Office as Percent of F. O. Total

	NE	MW	SO	SW	W
Order Tickets	21%	30%	29%	10%	10%
Bills of Lading	17	33	35	8	7
Shipments from Vendors	16	35	25	11	13
Shipments from Warehouses	45	10	5	9	31
Arrivals at Warehouses	25	6	22	13	34
Arrivals at Ports	35	0	39	11	15
Liftings at Ports	42	0	30	10	18
Warehouse Facilities in Use	42	23	8	9	18
Average	30	18 ¹ / ₂	24	10	18
Personnel	39	28	10	10	13

¹/₂ Note that this Field Office handles no port operations.

